

Amendments to the Specification:

Please replace paragraph [0016] with the following amended paragraph:

[0016] The reduction gearbox module 14 receives input power from the LP shaft 36 via an RGB tower shaft 41, which is in meshed engagement with the LP shaft 36 via bevel gears 45 and 47, respectively disposed on the LP shaft 36 and the tower shaft 41. The tower shaft extends through the inlet gas path 30 within a fairing 43. A bevel gear set 49 transfers rotational power to an RGB input shaft 51 which, in turn, drives an RGB output shaft 53 through a reduction gear train 55. The output shaft 53 terminates (in this example) in a propeller flange 57(not shown) for connection with a suitable propeller (not shown). A plurality of RGB bearings 54 suitably journal all RGB rotating shafts.

Please replace paragraph [0023] with the following amended paragraph:

[0023] Another advantage of the large main oil cavity 60 is the elimination of the need for a separate AGB oil scavenge system. Particularly, with the present apparatus only gravity is required in normal operating attitudes to drain the oil within the cavity 60 down to the bottom, wherein the oil tank 70(not shown) is preferably located. Thus, no external or internal pipes or scavenge pumps are necessary. As all main bearings are located within the main cavity 60 and the oil tank is disposed at the bottom thereof, the possibility of an oil flow mismatch between the main oil pressure and that of the scavenge system is therefore eliminated. This significantly reduces the potential for bearing cavity flooding.